



LEVEL CROSSING REMOVAL PROJECT

LEVEL CROSSING REMOVAL UPDATE

HURSTBRIDGE LINE
ISSUE #04 – JUNE 2017

The Victorian Government is removing two dangerous and congested level crossings along the Hurstbridge line, building a brand new Rosanna Station, and duplicating the single section of track between Heidelberg and Rosanna. This will make communities safer and get commuters in Melbourne's north east home sooner.

Construction kicked off in March, with work progressing at all sites, including Grange Road in Alphington, Heidelberg and Lower Plenty Road in Rosanna.

At Grange Road, site offices have been set up next to Hamilton Street and fencing has been installed along the rail corridor and around works areas. Digging has also begun to investigate the location of services such as power, water and telecommunications, which will be relocated as part of the project.

In Heidelberg, new power and signalling wires and poles have been installed in the rail corridor to allow for

upcoming works. The excavation of the embankment along the rail corridor has also started, in preparation for the brand new track that will be installed later this year.

In Rosanna, changes have been made to the pedestrian path at Rosanna Parklands to create a safer environment for the public and our construction team while vehicles and machinery are moving around.

Above: Construction works during the last closure of the Hurstbridge rail line in May.



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Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne



- The **“Parks and Bushland”** colour collection was viewed as the most suitable, closely followed by the **“Native Flora”** colour collection
- You told us that you wanted consistency in the colours used for the station precinct and bridge.

As a result of this feedback, we are pleased to report that the final colour(s) will be influenced from the **"Native Flora"** Collection and **"Parks and Bushland"** Collection.

Materials for the Rosanna Station precinct and Lower Plenty Road bridge:

- At these two landmark locations, there was strong community support for using more materials from the **"Tactile materials"** collection
- Tactile materials, such as timber and bluestone, emphasise naturally textured finishes and warmer tones that are inspired by nature, and use matt rather than glossy finishes.

Landscaping along Lower Plenty Road and Ellesmere Parade:

- The results showed a slight preference for the **"Landscaped Option"**, which includes native plants and a landscaped link between Ellesmere Parade and Lower Plenty Road
- Closely following this was the **"Integrated Option"**, which includes a public square, timber-decked areas overlooking the Parklands, a grassed space with native planting surrounds and a shared path connecting the station with Ellesmere Parade.

Hurstbridge track duplication

Look and feel of the Burgundy Street Bridge:

- You told us that keeping with the look and feel of the existing bridge was important, and that the materials and colours should be sympathetic to the local heritage.

Our designers are considering this feedback and will continue to work closely with Banyule City Council and key stakeholders to determine how it can best be applied. In the coming months we look forward to showing how your views helped shape the final design outcomes.

Right: a concept image of the future Rosanna Station which will now be updated to reflect community feedback.



Working with local businesses

Our project team is keen to engage with all local businesses to make sure we can support you throughout the project. Some of the initiatives we will be implementing include:

- Local business drop-in information sessions
- Support services, such as the Small Business Mentoring Service
- Using social and digital media to promote local businesses
- Opportunities for local businesses to provide services at viewing platforms
- Marketing and promotional opportunities, such as our 'Shop local' campaign
- Encouraging all project staff to shop local during the construction period
- An end of project event featuring local businesses.



If you would like us to meet you to discuss opportunities to support your business, please contact us on 1800 762 667, or respond to a short survey at your.levelcrossings.vic.gov.au/hurstbridge-rail-line-upgrade

Project timeline



Early 2017

- Contract awarded for the Hurstbridge Rail Line Upgrade.



February to July 2017

- Major construction starts
- Works start on Darebin Street underpass.



August to October 2017

- Install bridge foundations at Grange Road
- Construction of temporary track at Grange Road
- Start foundations for new rail bridge and station at Rosanna
- Closure of Rosanna Station for demolition.



Late 2017

- Darebin Street underpass completed
- Burgundy Street bridge completed.



Early-Mid 2018

- Install bridge and dig rail trench at Grange Road
- Continue construction on the new Rosanna rail bridge and station
- Level crossings removed
- New station open at Rosanna
- Landscaping undertaken.



By 2019

- Project completed.

Upcoming disruptions

We're working hard to, where possible, minimise disruption for residents, commuters, local businesses, and shoppers. However, to safely remove the level crossings at Grange Road and Lower Plenty Road, and to duplicate the track at Heidelberg, we will need to temporarily close the rail line, car parks and some roads.

Planning is still underway to reduce the number and length of these rail and/or road closures, however, the current dates are as follows:



Rail

When (2017)	Details
8:15pm Friday 23 June to last service Sunday 25 June*	Buses will replace trains (Clifton Hill to Macleod)
Late June to late 2018*	Partial closure of Rosanna Station car park (Turnham Avenue)
8:15pm Thursday 13 July to last service Thursday 13 July*	Buses will replace trains (Clifton Hill to Greensborough)
8:15pm Friday 14 July to last service Sunday 16 July*	Buses will replace trains (Clifton Hill to Macleod)
8:15pm Friday 25 August to last service Sunday 27 August*	Buses will replace trains (Clifton Hill to Macleod)



Road

When (2017)	Details
May 2017 – mid 2018*	Alphington Wingrove Street reduced to one way between Grange Road and Kelvin Road
Mid-June 2017 to 2018*	Heidelberg Hawdon Street north-bound lane closed (between Darebin and Cartmell streets)
Saturday 24 June - Sunday 25 June*	Rosanna Ellesmere Parade closed from Lower Plenty Road to Invermay Grove
Late June to late 2018*	Rosanna Ellesmere Parade will become one-way (southbound) between Lower Plenty Road and Davies Street
9pm Friday 25 August to 5am Tuesday 29 August 2017*	Alphington Grange Road closed at level crossing

*Please note that these dates may change. Detailed information on any closures will be published in advance on levelcrossings.vic.gov.au and in upcoming works alerts, or you can contact the project team on 1800 762 667.

Building the Darebin Street underpass

While the new underpass we're building below Darebin Street in Heidelberg may be small in size, it's big on challenges.

As part of our works to add an extra track between Heidelberg and Rosanna stations we have to build a second underpass below Darebin Street.

The original brick underpass was built more than 100 years ago and we have done a lot of work to stabilise the surrounding soil and make sure it is kept in place.

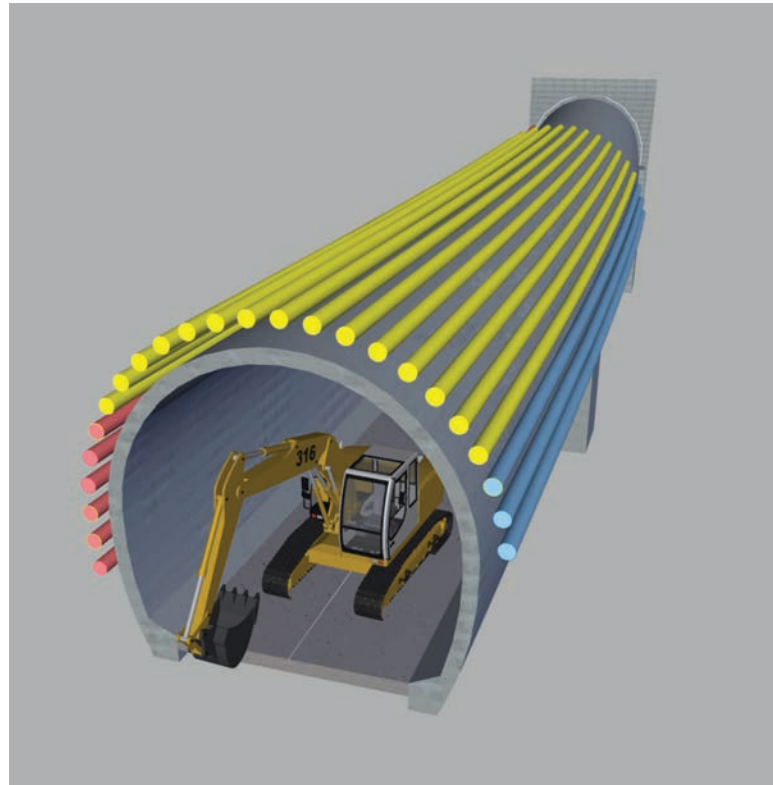
What's more, there are only two metres between the underpass roof and the road, and within this area are 10 separate utility service pipes, including an old, cast iron water main and a gas main, which needs to continue to operate.

In order to meet the project's timeline, and to minimise disruption, we've adopted a construction method that is fast and safe, so that trains can keep running through the original underpass and cars can continue to travel on Darebin Street during the works.

To stabilise the soil, we will drive six 300mm diameter steel pipes into the ground between the two underpasses and fill them with concrete. We will also use concrete-filled tubes to form an arch-shaped canopy in the ceiling of the new underpass, driving the pipes in from the southern end.

Meanwhile, from the northern end, we will start digging next to the underpass and use a web of soil nails to hold the earth in place. As we dig, steel arches will be inserted into the underpass like ribs, and the whole surface inside will then be sprayed with concrete.

For four months, a special excavator designed for this type of work will carefully excavate the soil, 24 hours a day. Plans are in place to minimise noise, so residents will barely notice the excavator operating.



Vibration monitors and other sensors will be installed underground to help ensure there is no risk of damage to the existing tunnel or utilities, and to allow us to keep workers and the public safe during the works.

Above: A diagram showing the construction method for the Darebin Street underpass.

Below: Track duplication works between Heidelberg and Rosanna stations.



New leaf of life for repurposed trees and plants

As part of our work, a small amount of trees and plants have had to be removed. We are committed to reducing waste and reusing materials, and vegetation that has been removed has been repurposed in a variety of ways to benefit local communities.

So far, 10 primary schools across the cities of Darebin and Banyule have received mulch for use on school grounds, with some also being given to residents.

Logs cut from larger trees have been distributed among local councils for use in playgrounds, parklands, for habitat and timber, and a number of them were also given to the Rosanna Scouts.

Burls that were found have been carefully removed and set aside for the Wurundjeri Traditional Owners. These burls are crafted into beautiful bowls and pieces of artwork by Aboriginal artists. In future, there is also the possibility of bark being given to local artists, as well as wood for local woodworkers and furniture makers.

Seeds have also been collected from native trees, to be kept for replanting by local councils.

In addition to the repurposing of local trees and plants, nest boxes have also been installed throughout Rosanna Parklands for future habitat.

Below: Staff collecting native seeds.

Fast Facts – Did you know?

- 152 trains travel up and down the Hurstbridge line each day
- 2400 passengers board the train at Rosanna station each week day
- The Grange Road level crossing carries over 25,000 vehicles a day
- The Lower Plenty Road level crossing carries 17,000 vehicles a day
- At Grange Road in Alphington, the boom gates are down for up to 40 minutes in the 7-9am morning peak
- At Lower Plenty Road in Rosanna, the boom gates are down for for up to 43 minutes in the 7-9am morning peak.



CONTACT US

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